

## BATTLES OF FUTURE DEPEND ON SIGNALS

General Allen Says America  
Is Behind Aeronautic  
Experiments.

## SUPPLY OF GAS BALLOON PROBLEM

Wants Stations All Along Coast to  
Watch Enemy—Japs Perfected  
Field Telegraph.

"This is going to be the real art of war in the future," declared Gen. James Allen, chief signal officer, in conclusion of a discussion of the art of military signaling, in which he had included the ancient and obsolete art of "wig-wagging," heliograph signaling, the use of field telegraph, wireless work, and, finally, the application of aeronautics to the intelligence work of army and navy.

General Allen strongly hopes that the coming tests of dirigible balloons and heavier-than-air flying apparatuses will open the way to greater accomplishments in these lines than have been possible in this country thus far. "Compared with what they have done in other countries, especially in France and Germany," he said, "it may be set down that we have accomplished almost nothing. These American experimenters have done some splendid work, but they have not had the means to build and test the big, practical contrivances that must be developed. We hope that Congress will provide the money to make all this work of the Signal Corps more efficient than is possible to have it with present means.

## Corps Ought to Be Doubled.

"Take the Signal Corps as a whole, I should say that in the matter of material and equipment, no country is better equipped, or even so well for this work, as we are. We have the best of everything. But we need more men. Why, there are only 1,212 men in the Signal Corps. The number ought to be doubled forthwith; then it would be reasonably adequate to present needs."

General Allen considers that the dirigible balloon is the practical and useful thing for the present. He is deeply interested in the achievements of Farman and the Wrights, but admits uncertainties as to just how useful it can be made.

"Farman has told us that he would not undertake to fly more than fifteen or twenty feet above the ground," he said. "The Wrights assure us that they can do better than this, and that their machines will rise as high as they may be needed. We don't know much about what they can really do, simply because they have kept their accomplishments to themselves. We will know more about them, and all the world will, as a result of the trials they will shortly make at Fort Myer. The very fact that so much of mystery has surrounded their flying will add to the interest taken. It is possible they may have a real revelation for the world."

One feature of the heavier-than-air machines, which in anything like their present developments detracts from their value, is that they must be moving. They can't stand still in the air, though it is true that many birds practically do that, and perhaps the art will one day be attained by man; but when it is done, it will mark the culmination of the investigation; it will be the proof that man has learned the real art of flying.

## Fill Balloon From Tubes.

For the purposes of the dirigible balloon, one difficulty is the supply of gas. "There," said General Allen, holding up a picture of a big dirigible, "is a balloon that will hold about 100,000 feet of gas. Now, this hydrogen tube that has been perfected to carry compressed gas, is so compact that one hundred of the tubes, weighing about forty pounds each, would inflate it. They could be hauled around by a pair of good mules. So the problem of the gas supply is pretty well solved. The hydrogen plant which is to be operated in connection with the mid-continent signal station at Fort Omaha, will be the finest and largest in the world. We will have about four companies of the Signal Corps—400 men—there at Fort Omaha, and it will be the great interior point for experiments of all kinds with aeronautics, electric communication, etc. Our officers' school at Fort Leavenworth is one of the finest institutions of its kind in the world. It takes up and works out these specialties, which it is impossible to handle in connection with the general military education given at West Point.

"In time we ought to have a series of balloon stations along the coast for the purpose of observation of enemies. Each should be a double establishment; that is, should have a double balloon, one house and two balloons, with the necessary gas plant. That would represent investment of about \$100,000 at each place. With a series of these up and down the coast, our facilities for observing an enemy, would be such as no country has ever yet had in time of war. The French and Germans keep such facilities along their frontier, watching each other all the time."

## Japs Developed Telegraph.

General Allen gives great credit to the Japanese for their development and practical utilization of field telegraph.

## DENTISTRY THAT LASTS

Let us examine your teeth and give an estimate.

SET OF TEETH ..... \$5.00  
GOLD CROWNS ..... \$4  
BRIDGEWORK ..... \$4  
FILLINGS, 50c UP.

U. S. Army and Navy Dental Ass'n

Dr. D. Harry Moran, Mgr.  
Corner Seventh and F Sts. N. W.  
Entrance 639 F St. N. W.

When in Doubt, Buy of

House & Herrmann

7th and Eye Sts. N. W.

Complete Homefurnishers

WHITE HOUSE FLOOR OIL

—is the best floor oil on the market. It gives the floors the appearance of highly polished and waxed.

25c Qt. 75c Gal.

Barber & Ross, 11th & G Sts.

## LICENSE BUILDERS, INSPECTORS ADVISE

Complain, Under Investigation,  
of Having Too  
Much Work.

Unanimous indorsement of the proposition to license architects and builders, and to issue building permits only to those holding such licenses, is given by the officials of the Building Department, which is undergoing an investigation by the commissioners.

Questioned closely by Commissioner Macfarland on this point, every man thus far examined has said that he is heartily in favor of such legislation as a means of insuring the use of good materials, and placing the responsibility for the erection of a building on one person.

That the inspectors of the Building Department receive less pay than an ordinary mechanic who works only eight hours a day, was the statement made to the Commissioners today by J. B. Clark, Assistant Building Inspector.

Mr. Clark said that he has 300 buildings in course of construction under observation, and that it is impossible to visit each one more than once in eight or nine days. His day's report, he said, is always written at his home, outside of office hours.

Similar testimony was offered by Assistant Inspector J. P. Sperry, who covers the central portion of the city, in which there are always one or two large buildings in course of erection. To thoroughly inspect such a building, said Mr. Sperry, requires an hour and a half.

Each floor is inspected, and the work as it progresses is watched closely until the building is under roof. Mr. Sperry also reports that he is frequently called upon to inspect materials and buildings before reporting at 3 o'clock at the office.

Henry Storey, superintendent of repairs, whose work is confined to the supervision of the inspection of public buildings, such as school houses, station houses, engine houses, etc., suggested as a means of expediting the work, the purchase of materials for repair in the open market.

There is at present, he said, delay in the delivery of flooring on the part of the contractor. Under the present law the bids for materials must be advertised and awarded to the lowest bidder. The Commissioner probably will conclude their investigation of the building department this afternoon. As a result of the investigation, Commissioner Morrow, a number of changes, involving a transfer of certain officials to other positions, will follow.

## Macfarland's Statement.

In commenting upon the investigation today, Commissioner Macfarland said: "We have made a thorough examination of the organization and business methods of the Building Department, and will now consider what changes should be made, with a view to improvement. The matters requiring the action of Congress have all been brought to its attention heretofore by the Commissioners, but we now have stronger arguments for them as the result of this inquiry."

"They include recommendations of legislation, providing for the licensing of architects and builders, and that in all large constructions a clerk of the works shall be maintained on the building constantly by the owner, and that a municipal architect shall be established to have supervision of the planning, construction, and repairs of all District buildings."

"In addition to these measures we shall renew our recommendations for increase of the force and suggest a better arrangement of the salaries so as to give rewards by promotion for faithful service. The statements of the Inspector of Buildings show clearly that our Building Inspector's office is undermanned and underpaid and overworked, as compared with similar offices in other cities of a similar character."

"The Inspector of Buildings himself should be relieved of the work which the municipal architect would handle, which he states takes now one-third of his time, so that he could give that time to the inspection of the plans, and constructions and repairs of private buildings."

"If these improvements had been authorized by Congress the accident at the Pickford apartment house might have been averted. It is evident that the present employees work all day and in some cases on Sundays and holidays, and that otherwise the current work could not be done."

In the late war, "No other country, at that time," he declared, "was equipped to duplicate what the Japanese did at Mukden, in conducting a great battle by telegraph. It is the ideal way; the way battles will be fought in future wars. Here, let me show you."

The chief signal officer picked up a pad and pencil, and drew a few lines. "There's your battle front," he explained. "Back here in the rear, a dozen or twenty miles, is the commander's headquarters. These telegraph lines will keep him in touch with the front; he will have a map before him, on which every movement and situation will be laid down. He will not be distracted by the turmoil and slaughter and horror of the scenes at the front. He will simply sit and play his game, coldbloodedly and dispassionately, on the board before him. Oh, the general business will be a fine business when that war is fought; and it will be the next war, wherever it comes."

During July and August we close Saturdays at 1:00 p. m.; other days at 5:00 p. m.

LIBERAL assortments

of patterns in every

department of our

big establishment. We are

thoroughly equipped at all

times of the year to com-

pletely furnish your home.

When in Doubt, Buy of

House & Herrmann

7th and Eye Sts. N. W.

Complete Homefurnishers

When in Doubt, Buy of

House & Herrmann

7th and Eye Sts. N. W.

Complete Homefurnishers

When in Doubt, Buy of

House & Herrmann

7th and Eye Sts. N. W.

Complete Homefurnishers

When in Doubt, Buy of

House & Herrmann

7th and Eye Sts. N. W.

Complete Homefurnishers

When in Doubt, Buy of

House & Herrmann

7th and Eye Sts. N. W.

Complete Homefurnishers

When in Doubt, Buy of

House & Herrmann

7th and Eye Sts. N. W.

Complete Homefurnishers

## FARMAN'S AIRSHIP BEING ASSEMBLED

French Machine Closely  
Guarded—Will Make  
Trial Friday.

NEW YORK, July 28.—Henri Farman's aeroplane, constantly under the eyes of his vigilant assistants, is being assembled at the old field betting stand on the Brighton Beach race track today. A customs agent cut the little tin seals early this morning, the crates containing the airship arriving at the track so late last night that it was decided not to do it then.

Mr. Farman's assistants and an employee of the racing association, slept beside the huge crates all night. Farman said that he would take no chances and the three men will camp out with the machine all the time it is at the track. He expects to have a trial flight on Friday and his first public flight Saturday afternoon.

If Mr. Farman breaks American records he will hold the world's championship. His flights will be short and straight away, starting from a movable runway, which can be shifted to whatever side from which the wind is coming.

## Gets Running Start.

The machine is forty-two feet long and has wheels like those of an automobile. The aeroplane moves about 100 yards along the level and then rises into the air. The Aero Club has arranged with Chief Moore, of the Weather Bureau at Washington, for daily reports for the guidance of the aviator. It will take today and most of tomorrow to get the machine up.

Mr. Farman has not abandoned hope of a contest with the Wright brothers, although a Paris cable says they do not intend to accept his challenge. He believes they and A. M. Herring must publicly prove their skill while he is in this country or concede his right to the world's championship.

The Wrights and Mr. Herring are expected to make flights at the Government test at Fort Myer next month. It is expected that anything that can be done at the Brighton Beach track, because of its limited area, but Mr. Farman has expressed his willingness to have a try-out anywhere a suitable field can be found.

## Shipped in Crates.

The Farman aeroplane arrived on the Red Star liner yesterday. The machine was in three crates. The one that held the wings alone was thirty-seven feet long and eight feet high. In another were the chassis, wheels, and extra parts; in the third the motor. Each of the smaller crates were seven feet high and nine feet long.

Mr. Farman, who personally superintended the removal of the crates, said the whole machine when put together weighs little more than half a ton.

A lighter with a huge derrick came alongside the ship and lowered the crates over the side. Then they were put on two big trucks and hauled to Brighton Beach.

The box containing the wings was brought across on the Kroonland's deck and, according to T. R. MacMecheen, personal representative of Mr. Farman, the Aero Club got the influence of J. Pierpont Morgan's office to insure the speedy delivery of the aeroplane here.

## Had Special Permit.

"The steamship regulations," Mr. MacMecheen pointed out, "forbid the carrying of a deck load on first-class passenger ships. Mr. Hamilton, of Mr. Morgan's office, was appealed to, that an exception might be made in this case. He sent word to Franklin Lee, who represents the International Mercantile Marine and the Red Star line, and orders were then sent to Antwerp to allow carrying this special deckload."

Mr. MacMecheen said it cost nearly \$500 to transport the aeroplane from Antwerp alone, and \$50 for taking it from the shed to the train in Paris, and \$100 carrying it from Paris to Antwerp.

## NATIONAL BALLOON SOCIETY PLANNED

New Organization Will Be  
Launched in Washington  
in Near Future.

To further in every possible way the science of aerial navigation a national society, which will have its headquarters in Washington, will be formed in a short time. The new society will not interfere with the aero clubs of the country in any way. It will, rather, assist them in gathering scientific data from all over the world and placing at their disposal expert reports on the progress of ballooning in the United States.

The organization of the new society was decided upon yesterday at a luncheon at the Cosmos Club, at which were present several men who are devoting their time to perfecting the present crude art, among them being Dr. Post, of the Aero Club, of New York; Dr. Albert F. Zahm; Lieutenant Lahm, and Captain Wallace, of the Signal Corps; Maj. George Squires, Prof. Willis L. Moore, of the Weather Bureau, and Dr. Fairchild, son-in-law of Alexander Graham Bell and head of the bureau of the industry of the Department of Agriculture.

## Aero Congress to Meet Here.

When the aeronautical congress adjourned at New York last winter the place for the next meeting was not decided upon, the matter being left in charge of a committee, of which Dr. Post and Dr. Zahm are members. It is probable that this committee will decide to have the congress held in Washington, which, at the same time, the permanent organization of the new society may be perfected.

Although plans for the society were discussed only in a general way, the balloon enthusiasts were agreed that there is need of such a society in this country. There are similar societies in England and France. As soon as further progress has been made toward forming a temporary organization officers will be elected and a secretary will take up the work of enrolling members.

The promoters of the new society have already been assured of hearty support. There can be found in the Weather Bureau, War Department, and at the Smithsonian Institution a great mass of valuable data for balloons. The officials at all three of these departments said today that every effort would be made to assist the new society.

## Dr. Zahm Enthusiastic.

Dr. Zahm, whose experiments have been of great assistance to balloonists, is enthusiastic about the prospects of the new organization. He said today that it would be of great value to the Government; as well as to inventors and balloon enthusiasts. In addition to gathering data the promoters of the society will call congresses from time to time to which foreigners will be invited.

At the conclusion of the luncheon yesterday Dr. Post and Dr. Post went to the Smithsonian Institution, where they informed Secretary Cyrus Adler of the tentative plans.

"We're for it," said Dr. Adler, cordially. "But," he added, "the Smithsonian Institution has gone out of the balloon business."

Dr. Adler pointed out to his visitors that the unfortunate manner in which Prof. Langley's flying machine experiments had been ridiculed caused a halt in aerial navigation which it will take years to overcome. He said, however, that it was the intention of the institution to aid in every possible way the advance of the science.

## YANKEE ATHLETES SAIL FOR AMERICA

LONDON, July 28.—James E. Sullivan, American commissioner to the Olympic games, and many members of the victorious Yankee team, sailed for New York today on the White Star liner Cedric.

Those members of the team who will not start home with Mr. Sullivan are to take part in athletic meetings in Ireland and France. It is expected these men will sail for New York in about ten days.

## FRANK ROCKEFELLER ASKED TO GET OUT

So Says M. D. Chapman,  
But John D.'s Brother  
Says Otherwise.

NEW YORK, July 28.—Melville M. Chapman, son of Elvinton R. Chapman, one of the most important members of the stock exchange, said yesterday that Frank Rockefeller, brother of John D. Rockefeller, had been asked to resign from the directorate of the Orphan Copper Company, because he had violated an agreement with the other directors of the company.

Frank Rockefeller was seen at his home in Cleveland last night and his statement puts an entirely different complexion on his connection with the Orphan Copper Company. Mr. Rockefeller said:

"My attorneys, Wollman & Wollman, in New York, served notice on the Orphan Copper Company that I had never been a director of the company and that it must cease from the date of this formal notice using my name in any way in connection with the company."

## Never Met Any Officer.

"So far as I know, I have never met any officer of this company, whose name appears in the prospectus, although at some time in the past I may have been introduced to some of them. I have never been at any meeting of the company. I have never received any notice of a meeting nor have I received from any officer of the company any notice of my being elected a director."

"Inasmuch as I have never been a director, I do not see how I could be forced out."

Frank Rockefeller is a fighter. Though he could have been worth innumerable millions if he had remained friendly with his brother, John D. Rockefeller, he preferred to fight him, and the two have been bitter enemies for years. Dr. Rockefeller and John D. Rockefeller were associated in the oil business.

The Orphan Copper Company was launched last June with a capital of \$3,000,000, divided into 60,000 shares at \$50 each. Its mines are in the Miami district, near Globe, Ariz.

## \* Company Extensively Advertised.

When the company was organized it was extensively advertised from the offices of E. R. Chapman & Co., and its \$5 stock was offered to the public at \$2.50 a share.

When Mr. Chapman was asked relative to the agreement Mr. Rockefeller was alleged to have violated, all he would say was:

"It was an agreement among the directors and related to the affairs of the company. It will have no effect on the property of the company."

## ROBBERS GET \$100 FROM TICKET AGENT

Malone, N. Y., Official Forced to  
Open Safe at Point of  
Gun.

MALONE, N. Y., July 28.—Masked robbers held up Clifford Cakes, ticket agent of the New York Central here, early today, and escaped with about \$100.

Cakes was in the depot when the robbers entered and poking a gun in his face forced him to open the safe.

No sooner had they secured the cash and fled than Cakes gave the alarm, and within an hour detectives from Utica and places from the county near here took up the chase.

## C. F. GIBSON HELD ON LARCENY CHARGE

Campbell F. Gibson, who was brought from Philadelphia by Central Office Detectives Mullen and Warren, on a charge of grand larceny from the M. A. Winter Drug Company, was today committed to jail by Justice Anderson.

Gibson attempted to establish a soda and candy business of his own at 455 C street with the property of the Winter company, it is claimed.

## WHOLE TOWN FLEES FROM RABID DOG

West Caldwell, N. J., in Ter-  
ror—Thoroughfares  
Are Deserted.

NEW YORK, July 28.—Most everybody in the little New Jersey hamlet of West Caldwell, was in terror last night by mad dogs, and some of the villagers even barred themselves in their homes.

Frank Tichens, walking through West Caldwell late Monday night, found a dog in the middle of Bloomfield avenue with its head in a horse's feed bag. As Tichens approached, the animal snarled and snapped, and the man fled, convinced that the dog was mad.

Yesterday morning the dog was found in front of a tobacco store in Bloomfield avenue by George Clark, who removed the bag. It did not take a second look at the dog to send Clark flying indoors.

Inside of fifteen minutes it had cleared Bloomfield and Fairfield avenues, the main thoroughfares of the hamlet, of every woman and child.

It is believed that the dog, which was released from its feed bag, was dropped from a wagon which was carrying it to a place where either it could be examined for rabies or destroyed.

## NEW CANCER CURE PROVES A SUCCESS

ST. LOUIS, July 28.—A fluid discovered by Dr. W. B. Coley, of New York, has cured two City Hospital patients of the worst form of cancer, according to a statement by Dr. Cleveland H. Schutt, assistant superintendent of the hospital.

The cured men are Lester R. Badger, a structural iron worker, and William Page, a negro. Badger came to the hospital with a cancer on one of his arms. Dr. Schutt cut the cancer away and injected some of the fluid into the flesh after allowing the wound to heal. He states that Badger is well now, as Page, on whom the same treatment was used.

## HARRIMAN MEETS GOULD IN COUNCIL

NEW YORK, July 28.—E. H. Harriman and George J. Gould, with bankers interested with them, are conferring here today to decide upon how to take care of the \$5,000,000 Wheeling and Lake Erie note issues which mature August 1.

Announcement of their decision is expected before night.

## BIDS ARE OPENED FOR SCHOOL HOUSES

Bids for thirteen portable school houses were opened in the District building today. The lowest bidder was the St. John's Manufacturing Company, whose proposal was \$21,814. Other bidders were W. H. Childs, \$30,948.22, and McKay & Morris, \$32,630.

Portable school houses are intended to relieve the congested conditions in many of the lower classes. They have been used in Western cities with success, and were recommended by the School Commission, consisting of Engineer Commissioner Morrow, James Knox Taylor, Supervising Architect of the Treasury, and Prof. A. B. Stuart, Superintendent of Schools.

## Anty Drudge Joins the Union.

Miss Highbrow—(visiting the Teamsters' Union)—"So you have made my friend, Anty Drudge, an Honorary Member. And why, may I ask?"

Honest Mike—"Well, you see, it's this way, mam: I drive a coal wagon, and Gerry over there drives for a wholesale butcher. We get terribly dirty—I all sooty and Gerry all grease and stains. It's the same with all the boys. Anty Drudge told us about Fels-Naptha—how it dissolves the grime and grease; and you only use lukewarm or cool water. Saves money and makes our wives happy."

"Wear" is nothing but "rubbing."

Every time you hard rub your clothes against anything, little particles are rubbed away.

Boiling softens the fibre of cotton, linen, silk and wool, and when rubbed hard on the washboard they wear away faster than at any other time.

Try to think how many days of wear are represented by one trip to the old-time wash tub.

Fels-Naptha requires neither boiling water nor hard rubbing.

And there is no washboard wear on the clothes washed the Fels-Naptha way.

Fels-Naptha is made to do away with boiling and hard rubbing; therefore if you use it as an ordinary soap, you cause yourself unnecessary work.

Use Fels-Naptha in cool or lukewarm water and it will do all we claim.

It will cut the washday in half, summer or winter, and do silently and effectively all the real hard work.

If you follow the simple directions on the red and green wrapper, you will never return to ordinary soaps and the old-fashioned way of washing.

## A Sensational Bargain in Ladies' Low Shoes



\$3.50 and \$3.00 Values  
To Be Closed Out at . . . \$1.27

Something over 5,000 pairs of Ladies' Patent Colt Gibson Ties and Blucher Oxfords, with finest dull calf back; Military and Cuban heels. Every pair is strictly hand-sewed. All sizes and widths.

No More Than Two Pairs to a Customer

No C. O. D. or Mail Orders Filled

We want as many of our customers as possible to profit by this extraordinary value, WHICH IS POSITIVELY THE BIGGEST IN THE HISTORY OF OUR STORE, and consequently must limit each purchaser to 2 pairs. These are not odds and ends or broken sizes, but include every pair of low shoes in our stock in these styles.

R. BERBERCH'S SONS

Washington's Largest and Most Progressive Shoe House